

COUNTRY East Germany REPORT NO. [REDACTED]

TOPIC Merseburg Airfield

EVALUATION see below PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT 4 December 1952 to 12 January 1953

DATE OBTAINED [REDACTED] DATE PREPARED 9 February 1953

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 1 - one gasoline sample

REMARKS

SOURCE 25X1X

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1. Or 4 December 1952, the sedan Mercedes [REDACTED] and truck [REDACTED] with van-like superstructure were observed entering and leaving Merseburg airfield.
2. The following observations were made at the field between 4 and 17 December:

4 December. There was a closed cloud base. No air activity was observed in the afternoon. At 5 p.m., six MiG-15s were parked south of the west end of the runway. A rotary searchlight located near a building with a tower, probably the flight control building, was in operation between 6 and 11 p.m. It rotated four times in a counter clockwise movement; subsequently, it was switched off for a moment. At about 7:20 p.m., six motor vehicles moved toward the dispersal area at the eastern end of the runway. After about 10 minutes, the vehicles slowly approached the hangars moving at larger intervals and stopped in front of the easternmost hangar. Source believed that the vehicles towed planes from the eastern end of the runway to the hangar.

7 December. There was a closed cloud base and fog. No air activity was observed in the afternoon. Eight swept-back jet fighters were parked in two groups of four planes on the dispersal area at the eastern end of the runway. At 3 p.m., source observed that the four planes of the eastern group were not covered with tarpaulins, while the other four planes were partially covered.

13 December. There was an 8/10 overcast and a heavy westerly wind. Between 4 and 5 p.m., no air activity was observed at the field. At 4:30 p.m., 7 MiG-15s including 3 covered with tarpaulins, were parked at the dispersal area of the alert flight at the east end of the runway. At about 4:45 p.m., several planes, including two MiG-15s, without tarpaulins were towed by a jeep to the site in front of the hangar. Further activity could not be observed because of the darkness.

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17 December. Between 1 and 4 p.m., no air activity was observed while the sky was about 3/10 overcast. At 3:30 p.m., eight MiG-15s were observed at the usual dispersal area at the eastern end of the runway. Only three westernmost alert planes were covered with tarpaulins. [redacted] on the easternmost plane.¹

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3. In December, four shrapnelproof aircraft revetments were observed in the northern section of the field. A dozer which had been used for the construction of these revetments was again located west of the revetments in late December.²
4. At 5:30 a.m. on 7 December, eight railroad tank cars were observed on the spur track of the field. The cars were coupled to a locomotive and left toward the main railroad line at about 6 a.m. A fuel sample was secured from one car.³
5. The radar set with a grid net made on rotation and usually stopped in such a position that its dipoles pointed to the field.⁴
6. Motor vehicles which entered and left the field included trucks [redacted] and sedan [redacted]. The two trucks were used for unloading timber, about 4 meters long, near the dredgers.

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7. The following observations were made at the field between 14 December and 12 January:

14 and 15 December. There was a closed cloud base at an altitude of 500 meters and a visibility of 1 km. No air activity was observed.

16 December. The sky was clear, and the visibility was good. Between 9 a.m. and 2:15 p.m., there was air activity by aircraft in flights and in formations of up to 8 planes. [redacted] were identified on the planes.

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18 December. There was a closed cloud base at an altitude of 1,000 meters. Visibility was limited to 2 km. Between 9 a.m. and 3 p.m., individual local flights were flown by aircraft including four planes [redacted]

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19 and 20 December. There was a closed base at an altitude of 300 meters. Visibility was limited to about 500 meters. No air activity was observed.

21 December. There was a cloud base of about 3/10 at an altitude of about 1,500 meters, good visibility, but no air activity.

22 December. Between 8:40 a.m. and 2:30 p.m., MiG-15s flew in elements of two and in formations of three. The ceiling was at an altitude of 1,000 meters and visibility was good.

23 December. The closed cloud base was at an altitude of 500 meters, and visibility was limited to 1 km. No air activity was observed.

24 December. The sky was blue, and visibility was good. Between 12:04 and 4:10 p.m., there was formation flying in groups of 4 and 8 planes. Four of the aircraft had [redacted] Between 6 p.m. and midnight, night flying was performed in flights and in formations of up to 8 planes. The intervals and distances between the

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individual planes were 6 to 8 wing spans and 6 to 8 aircraft lengths respectively. Formation flying was performed very well.

25 December. There was a 3/10 overcast at an altitude of about 2,000 meters and good visibility. After 9:50 a.m., a type-29 plane with the [REDACTED] circled over the field. At 11 a.m. and 3 p.m., a number of planes approached the field coming from the east at an altitude of 8,000 to 10,000 meters. In both cases, alert was sounded at the field for 2 to 3 minutes. Thereupon, a formation consisting of three flights of MiG-15s took off from the field without warming up the engines. Eight minutes after the take-off, the formation had reached a height in which vapor trails became visible. Twelve minutes after the take-off, there was air combat over the town which could be observed only through field glasses. This air fighting lasted 28 minutes in the morning and 31 minutes in the afternoon. Subsequently, the attacking formation turned off and the MiG-15s which had taken off from the field assembled in three flights came down at a steep angle and landed in the following succession exactly after 50 minutes:

First flight: [REDACTED]
Second flight: [REDACTED]
Third flight: [REDACTED]

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The attacking aircraft obviously were not MiG-15s but, probably multi-engine planes which flew very fast. Between 4:10 p.m. and mid-night, there was night flying as on 24 December.

26 December. The sky was 5/10 overcast at an altitude of about 500 meters, and visibility was good. Between 9 a.m. and midnight, flying was practiced in flights and formations of 8 planes. During night flying, the planes flew at larger distances and intervals than on the preceding days.

27 December. There was an 8/10 overcast and good visibility. Between 8:30 a.m. and 3 p.m., individual local flights were made.

30 December to 12 January. No air activity was observed at the field. The landing field and runway were covered with snow. On 11 January, the snow cover was about 25 cm deep. On this day, source definitely observed through field glasses that there were no trails on the snow cover at the field, except for a small strip along the western edge of the landing field. During the period of observation, the snow was not removed from the runway.

8. About 20 shrapnelproof aircraft revetments were being erected north of the runway, the intervals between the runway and the shrapnel-proof revetments being 75 to 80 cm. The open sides of the revetments pointed toward the runway.²
9. In early January, no tents or trucks were observed in the AA gun emplacement on the eastern edge of the field. On 11 January, the gun barrels could be identified as the snow was removed from the tarpaulins.³

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10. In early January, a 12-meter-high radio mast and a mobile generator unit with a protection roof were observed in the eastern extension of the runway. Nearby, there was truck [] with a mounted searchlight, about 120 cm in diameter, which was parked on a loading ramp. Recently, these objects were surrounded by a barbed wire fence and guarded by two watchdogs. A small shed with windows was observed between the radio mast and the runway, about 400 meters from the runway. This shed which was also surrounded by a barbed wire fence was probably used by sentries. In early January, the two radar sets were at their previous locations. Three brick buildings, each with a rod antenna 7 to 9 meters high, were located in the northwestern section of the field.⁴

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11. In late December and early January, the board fence along the northern edge of the field was being extended to the west. A small wooden building with windows, which was continuously occupied by a sentry, was located north of the west end of the runway. A jeep which belonged to this building, was repeatedly observed moving between the runway and the southern edge of the landing field.

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12. Between 28 December and 12 January, no military activity was observed at the field. On 11 January, almost no personnel were observed in front of the hangars and near the eight MiG-15s of the alert flight. In December, in addition to soldiers wearing black-bordered blue epaulets, soldiers wearing black-bordered black epaulets were occasionally observed. Trucks [] drivers wearing black-bordered black epaulets and truck [] driver wearing black-bordered blue epaulets, were observed entering and leaving the field.

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1. [] Comment. Merseburg airfield is occupied by the headquarters of a fighter division and a fighter regiment. In the second half of December, air activity considerably increased. The exercise on 25 December 1952, was probably performed against an attacking bomber unit. However, no reports showing take-offs from bomber fields on 25 December, have yet been received. []

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2. [] Comment. No details on the construction of shrapnel-proof aircraft revetments were previously reported from Merseburg airfield. Most of the revetments are probably located in the area north of the runway.

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3. [] Comment. According to available information, Merseburg airfield is usually supplied with fuel from the air force fuel dump in Aken.

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4. [] Comment. At present, three radar sets, including a Dumbo type set, [] type set and a set with two Yagi type antennas are located at the field. []

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[] These three types of sets were previously observed at airfields at which a division headquarters is stationed. It is believed that the division headquarters of the fighter regiments in Koethen, Merseburg, and Altenburg is stationed in Merseburg.

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5. Comment. A light AA gun battery is still located in
Perseburg. Meanwhile the AAA soldiers are probably quartered
in brick buildings.

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